

ARKANSAS SENATOR DEFEATS GEORGIAN

James P. Clarke Chosen by
Democratic Colleagues as
President Pro Tempore.

BACON BADLY BEATEN

Result of the Caucus Causes
Considerable Stir Among
Latter's Friends.

WASHINGTON, March 7.—After spending the greater part of today in caucus, the Democratic senators succeeded in agreeing upon candidates to fill only three of the elective offices of that body. These were:

Senator James P. Clarke of Arkansas, to succeed Senator Gallinger of New Hampshire, Republican, as president pro tempore of the senate; the Rev. E. J. Prettyman of the District of Columbia, to succeed the Rev. E. G. B. Pierce as chaplain, and Charles P. Higgins, a real estate dealer of St. Louis, to succeed E. Livingston Cornelius as sergeant-at-arms.

Senator Clarke was elected by a vote of 27 to 14 over Senator Augustus O. Bacon of Georgia, who alternated with Senator Gallinger in the office of president pro tempore throughout the last session and whose election had been considered practically a certainty since the Democrats gained control.

Both Men Eulogized.

Senator Clarke was placed in nomination by Senator O'Gorman of New York and Senator Bacon by his colleague, Senator Hoke Smith of Georgia. Both were eulogized by their champions. Other senators seconded the nominations. Mentioning the fact that Mr. Clarke's term would expire within the next two years, his supporters made an appeal for his election on the ground that it would be of assistance to him in his race for reelection. They also urged the fact that Senator Bacon was in line for the chairmanship of the committee on foreign relations as a reason why he should not be elected to preside over the senate. The result of the election caused considerable stir, the friends of Senator Bacon feeling that he had not been fairly treated.

Hoke Smith Angry.

At the afternoon session Senator Smith tendered his resignation as a member of the steering committee to which he had been appointed only yesterday. Mr. Smith, who had been especially zealous in his support of Senator Bacon, said he felt that his colleague had been made to suffer on his account. He was induced to withdraw the resignation later, but not until there had been a general discussion of the affair. Senator Bacon himself said that he had been unprepared for the defeat because he had not known there was any other person for the office. He added that if he had been informed that any other person desired the honor he would have withdrawn from the race. Senator Tillman spoke at some length, charging Mr. Bacon's defeat to the intemperance desire on the part of some senators to get rid of him. He eulogized the character of the senator, and the custom of the senate by retiring the older men in the interest of the new. He found in Senator Bacon the first victim of the modern crusade and uttered a warning against proceeding too far along this line of action.

The caucus adjourned to meet again tomorrow, when the nomination of a candidate for secretary in the senate to succeed Charles G. Bennett of New York, Republican, will take place if the present programme is carried out.

EXCHANGE MEMBERS NOTIFIED OF RULES

NEW YORK, March 7.—The New York stock exchange is notifying its members that the amendment to the constitution authorizing the appointment of a committee on business conduct, which was adopted by the governors on February 25, has become a law of the exchange. The committee is to consist of five members, whose duties are "to consider matters relating to the business conduct of members with respect to accounts, to keep in touch with the prices of securities listed on the exchange with a view to determining when improper transactions are being resorted to," and it shall "have the power to examine into the dealings of any members with respect to the above and report to the governing committee."

Oil Rates Upheld.
WASHINGTON, March 7.—Proposed advances in the freight rate on lined oil from St. Paul and Minneapolis, Minn., to the south and west were held by the interstate commerce commission today to be reasonable, with the exception of the proposed increase to Des Moines, Ia., which was ordered withdrawn.



The New Spring Styles are Decidedly Stunning

Millinery, Suits, Coats, Dresses, Skirts, Waists—all the very latest models.

The smallness of the hats is the most noticeable feature of the new Millinery. There is a decided leniency of trimming, with the tendency toward plumage, flowers and ribbons for any necessary trimming. The hat is worn this season to show the hair off to better advantage.

We have an especially fine and attractive variety of Suits. All the latest models in eponge, ratine, reps, poplins, shepherd checks, English mohairs, Bedford cords, epangaline, coverts, etc., in all the newest colors.

We are offering two of the latest Suit models in blue and black Serge, one a plain tailored model with straight front coat and the other a new cutaway effect, at **\$26.50**



OUR DRUG STORE IS AT
112-114 SOUTH MAIN ST.

FORTY TO FIFTY ARE KILLED IN DISASTER

(Continued from Page One.)

Two unidentified coal passers. From Atlantic transport barge No. 3: William Meyers, Baltimore. Henry Buschmann, assistant barge-master, Baltimore.

Second Explosion.

The transport company's scow had been tightly tied to the big steamer, and the concussion from the ship's hold caused a second explosion of the tons of dynamite still aboard the barge that increased the carnage and destruction. Several small craft in the harbor are believed to have been blown to pieces. The tug Atlantic, which had twice rushed in to the rescue before the crash, was racing away when it was caught in the rain of charred wood and red hot steel that fell in a shower for a quarter of a mile around, killing some of the crew outright and setting fire to the vessel.

Coming up the river at the time was the tug Britanni which rushed to the aid of the Atlantic, picking up many of the wounded who had leaped into the water. Some of them are said to have perished before the Britanni could get to them. The Britanni ran a line to the burning tug and started up the river with her, but the vessel sank before the Lazaretto lighthouse was reached. For a time it was feared that the revenue cutter Guthrie had shared the fate of the Alum Chine, but later it was ascertained the cutter and crew were safe.

Joseph P. Martin, superintendent of construction at Sparrow's Point, who when the explosion occurred was standing on the United States collier Jason, is authority for the statement that two white men and two negroes were killed aboard the collier.

Besides the sixty or seventy laborers who are known to have been on the Jason, there were some stevedores, the exact number Mr. Martin does not know. F. J. Anstey, captain of the Alum Chine, was in this city on business when

his ship was blown up. He could assign no cause for the disaster. The general theory of the cause is that there was fire in the ship's coal bunkers which spread to the dynamite in the hold. Most of the Alum Chine's crew were from Cardiff.

Shock Felt Far Away.

For a radius of scores of miles the shock of the explosion was felt. Reports came early from many cities and towns, where windows were shattered and it was at first rumored that a disastrous earthquake had done much damage at Baltimore and it was said that the entire state of Delaware had felt the shock.

The district near the scene of the explosion felt the shock the most severely and for a time it was feared that Sparrow's Point had been totally destroyed but the extent of the damage was confined to a severe shaking up and the shattering of practically all of the windows of the village. At Curtis Bay and Brooklyn the shattering force of the concussion was felt and much damage in the way of shattered windows resulted. In Canton and Highlandtown citizens rushed into the streets fearing the villages were about to be destroyed. In several instances persons were thrown to the street.

Gives Life for Others.

William E. Vandyeke of Baltimore, captain of the wrecked tug Atlantic, lost his life in heroically rushing to the aid of the imperiled British men in the doomed Alum Chine, and his vain effort carried with him to death many members of his crew.

When curling smoke from the bow of the Alum Chine warned members of her crew, the stevedores engaged in loading her and the crew of the Atlantic alongside that fire was raging in the coal bunkers, there was instant realization that flames soon would reach the 300 tons of dynamite stored in the Alum Chine's hold and the barge roared beside her.

Instantly there was a rush to the ship's side. Fourteen members of the crew and four of the stevedores leaped over the rail and tumbled pell mell into the launch Jerome that a moment before had brought two firemen aboard the ill-fated ship. All of the other members of the crew and stevedores who could reach the deck leaped for the decks of the Atlantic. The tug and



launch, cutting hawsers, were sped away from the scene of the impending catastrophe, the former picking up speed first and rushing to safety.

The Atlantic had proceeded a few hundred feet when two frantic figures were seen clambering from the Alum Chine's hold. They were sailors who had been left behind. Reaching the side of the vessel, they shouted piteous appeals for rescue.

Captain Vandyeke, despite the knowledge he must have had that a hail of death soon would be pouring over the harbor, heeded the call of the imperiled sailors. The engines were stopped, the Atlantic wheeled and rushed again to the side of the vessel's side. She reached it in safety. The two sailors jumped aboard.

Again the Atlantic wheeled. Too late, Captain Vandyeke, standing in the pilot house, gave hurried orders which sent the tug toward safety. The Atlantic's nose had scarcely been turned toward open water, when, with a roar like the eruption of a volcano, the deadly laden vitals of the Alum Chine exploded. The concussion hurled all before it. A dense pall of smoke enveloped the waters and when it cleared away the ship and barge had disappeared.

The Atlantic, a dismantled hulk, helpless on the surface of the bay, had become a human shambles.

Heartrending Scene.

Death in dreadful form had descended from the sky. The Alum Chine had been torn into shreds and boxes of dynamite mingled with the flying fragments of steel and timber filled the air. These fell on the packed decks of the Atlantic, the dynamite exploding as it fell and sweeping them like a rain of shrapnel from field guns.

Men's heads and limbs were torn from their bodies. Blood was everywhere. Ships and launches nearby watched dismembered bodies flung and tumbled about the Atlantic's decks. Captain Vandyeke gave his life for his gallantry. His body with one arm severed, was among those recovered by the rescuers, and was one of the first identified. With him died Joseph T. Hood, a stevedore, whom his ship first had rescued, and Robert Diggs, a member of his crew, who had stood beside him when the explosion occurred.

Survivor's Story.

Captain J. R. Thompson, captain of the new collier Jason, which tomorrow was to have taken her trial trip, had a narrow escape when flying boxes of dynamite crashed onto the Jason's decks and exploded with death-dealing fury. He had seen the smoke issuing from the Alum Chine's hold.

"I was warning my men of the danger," said Captain Thompson tonight, "because I knew that the ship was sure to blow up. I already had gone below and instructed the chief engineer to get up steam and get under headway at once. He was thus engaged while I ordered the anchor up. I was standing near a ventilator when I was tossed into the air fully six or seven feet. I turned two or three somersaults. A railing kept me from going overboard.

"In another instant a terrific shower of pieces of iron of all sizes, some pieces as large as my fist and others as big as my head, were flying down from the air. I saw these pieces go straight through my heavy plate. The huge smokestacks of the collier were ripped and were mashed almost flat by the concussion.

"Around me on all sides were the men who had been tossed into the air



"Davis-Shoes" Removal Sale

SHOE THE FAMILY HERE BECAUSE OF SMALL COST

Here are Shoes by the thousands—All under price—Many at less than cost of leather—Sizes and widths aplenty—Styles galore—Spring styles too—All go—Our entire, colossal stocks, upstairs and downstairs—All positively Amazing reductions—Share in the remarkable savings while you can. This Wonderful Under-Pricing Event Will Soon Be History.

Every shelf—every table—all piled high with men's, women's and children's shoes, oxford ties, pumps, slippers, etc. They MUST move. They SHALL move, and prices like these will do it in a hurry. Be sure to visit our Basement.

A NEW LOT OF HUNDREDS OF PAIRS OF CHILDREN'S BAREFOOT SANDALS

SIZES UP TO 10. **75cent Values at 19c** SIZES 11 TO 2. **\$1.00 Values at 29c**
Hundreds and hundreds of pairs of children's tan and leather barefoot sandals, a brand new lot; every pair worth regularly 75c; sizes up to 10; all go in the Removal Sale at 19c pair. Buy your summer supply now and SAVE. Basement

Here's Value
BOY'S \$3.00 and
\$3.50 SHOES AT

\$2.45

Women's
Oxfords

\$2.45

OUR ENTIRE ASSORTMENTS OF ADVANCE SPRING STYLES IN
NETTLETON SHOES For Men

\$6, \$7, AND \$8 VALUES

\$4.45

"DAVIS-SHOES" REMOVAL SALE

Everything Sacrificed.---238-240 So. Main St.

SHOE POLISHES
ALL KINDS AT

9c

BABY SHOES

69c

Nurse SHOES

89c

\$1.50, \$2 Children's
School Shoes

\$1.00

Men's

Oxfords

\$2.45

10 Bars T.P. Soap

\$1.00

7 Bars Best White Soap

\$1.00

T.H. NOT

"THE CASH GROCER"

41-43 RICHARDS STREET

PHONE WASATCH 3550.

Sugar, per sack

17 lbs.

Straight Grade Flour, per sack

50 lbs.

Sago Lily Milk, 3 large cans.

Let Postum Cheer This Lucky Year '13

Ever stop to think that we make most of our own troubles?
That wrong living causes more doctor bills than epidemics?
Wave away the nervous, bilious, fretful days of coffee drinking by a change to

INSTANT POSTUM

A great many coffee drinkers found out the value of Postum by actual test in 1912. More will in 1913.

This delicious beverage tastes much like mild Java, but is guaranteed absolutely pure and free from "caffeine," the harmful, trouble-making drug in coffee.

Grocers everywhere sell more and more Postum every year.

"There's a Reason"